

B. E. TAYLOR,
Stevors.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASIA
ORIENTAL AGENCY
Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON
DODWELL & CO., LIMITED
General Managers

THIRTY DOLLARS
PER ANNUM.

NEW SERIES NO. 1710. 二月一十一午六十二精光 WEDNESDAY, JANUARY 2, 1901.

三月
二月正交行者

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED..... Yen 24,000,000
CAPITAL PAID UP..... 10,000,000
CAPITAL UNSCARDED..... 6,000,000
RESERVE FUND..... 6,300,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO, KOBE, NAGOYA, LONDON, LYON, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENSIN, NEWCHWANG.

LONDON BANKERS—
THE LONDON JOINT STOCK BANK, LTD.
THE BARCLAY BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 1 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " 6 per cent.
TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 13TH NOVEMBER, 1895.

SHANGHAI, Taels.

SUBSCRIBED CAPITAL..... 5,000,000

PAID UP CAPITAL..... 5,000,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON, PEKING, CHIAPAO, PENANG, CHINKIANG, SINGAPORE, CHUNKHIA, SWATOW, FOOCHEW, TIENSIN, HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sends Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS
3% per Annum. Fixed Deposits for 3 months.

6% per Annum.

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID UP..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS..... £800,000

RESERVE FUND..... £525,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 per cent.

T. F. COCHRANE,
Manager.

Hongkong, 16th October, 1900.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorized Capital..... £1,000,000

Paid up Capital..... 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq., D. G. Gillies, Esq.

Chow Ting Shing, Esq., J. T. Lutts, Esq.

Chief Manager—

GEO. W. F. PLAYFAIR.

Interest for 12 months. Fixed..... 5%

Hongkong, 20th December, 1899.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid up Capital..... \$10,000,000

Reserve Fund..... \$10,000,000

Sterling Reserve..... \$12,000,000

Silver Reserve..... \$2,000,000

RESERVE LIABILITY OF SHAREHOLDERS..... \$10,000,000

COMMITTEE OF DIRECTORS:

N. A. SIELS, Esq., Chairman.

R. SHIVAN, Esq., Deputy Chairman.

The Hon. R. M. Gray.

A. Hump, Esq., R. L. Richardson, Esq.

The Hon. J. J. Kewick, P. Sachse, Esq.

D. M. Jones, Esq., H. W. Shad, Esq.

A. J. Raymond, Esq., Paul Witkowski, Esq.

Chief Manager—

Hongkong—Sir THOMAS JACKSON.

MANAGER—

Shanghai—H. M. BEVIS, Esq.

BOARD OF DIRECTORS—

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 22nd December, 1900.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option

balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept Fire
CLASS RATES and CHINESE RISKS.

CURRENT RATES.

BRIMMISON & CO.

Hongkong, 28th May, 1900.

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	Bengal	S. Barghun	Noon, 5th Jan.	Freight or Passage.
SHANGHAI	Peninsular	T. Leigh	About 5th Jan.	Freight or Passage.
LONDON	Japan	G. K. Wright, R. N. R.	About 11th Jan.	Freight or Passage.
SHAI & JAPAN	Shanghai	A. F. Street	About 12th Jan.	Freight or Passage.

(See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY"	7,310 tons	March 30th	MARSEILLES and LONDON (Direct).
S.S. "SOBRAON"	7,382 tons	April 27th	WITHOUT TRANSHIPMENT.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd January, 1901.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE.

Telephone No. 75.

FAXON'S

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZESS IRENE..... WEDNESDAY, 9th January, 1901.

PREUSSEN..... WEDNESDAY, 23rd January, 1901.

HAMBURG, Hamburg-Amerika Linie..... WEDNESDAY, 6th February, 1901.

SACHSEN..... WEDNESDAY, 20th February, 1901.

KLAUTSCHOU, Hamburg-Amerika Linie..... WEDNESDAY, 6th March, 1901.

RAYEN..... WEDNESDAY, 20th March, 1901.

STUTTGART..... WEDNESDAY, 3rd April, 1901.

KONIG ALBERT..... WEDNESDAY, 17th April, 1901.

PRINZ HEINRICH..... WEDNESDAY, 1st May, 1901.

PRINZESS IRENE..... WEDNESDAY, 15th May, 1901.

On WEDNESDAY, the 9th day of January, 1901, at NOON, the Steamship "PRINZESS IRENE" of the NORDDEUTSCHER LLOYD, Captain P. Wetten, with MALE PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 7th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 8th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd January, 1901.

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HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURGE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

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To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

WEDNESDAY,
JANUARY 9TH, 1901.

Lessers and Proprietors:
Mrs. N. CHILDE, Messrs. A. H.
and H. J. POLLARD.

AFTER AN ABSENCE OF 4 YEARS,
GRAND RETURN VISIT
OF

POLLARD'S
LILLIPUTIAN
OPERA CO.
OF 50 PERFORMERS,
IN THE CHARMING JAPANESE
OPERA

"**THE GEISHA,**"
WITH FULL SCENIC, MUSICAL AND
LIMELIGHT EFFECTS.
FOR TWO NIGHTS ONLY.

FRIDAY, 11TH JAN.
For the First time in the Colony, The
American production

"**THE BELLE OF NEW YORK,**"
In Two Acts of Six Scenes.
FOR 3 NIGHTS ONLY.

1ST MATINEE,
SATURDAY, 12TH JAN.,
AT 8 P.M.

CHILDREN HALF PRICE.
PLAN AT ROBINSON'S. PRICES AS USUAL.

If necessary, the Star Ferry Co. has kindly
consented to delay the last ferry to 17.15.
Arrangements have been made with the Peak
Tramway Co. to run a Special Train a quarter
of an hour after the Performance.

A. LEVEY, Business Manager.
Hongkong, 2nd January, 1901. [1454b]

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [1454c]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"**SZECHUEN,**"
Captain Hall, will be despatched at above
on FRIDAY, the 5th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd January, 1901. [1454c]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship

"**SUNGKING,**"
Captain Moore, will be despatched as above
on SATURDAY, the 5th instant, at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this
twin screw Steamer.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1901. [1454c]

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship
"Polarsternen,"
will be despatched for the above Port, on or
about the middle of January.

For Freight, apply to
DODWELL & CO., LIMITED,

Agents.
Hongkong, 2nd January, 1901. [1454c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"Lightning,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after the 5th
instant, at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASOON, SONS & CO.,
Agents.
Hongkong, 2nd January, 1901. [1454c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"Sado Maru,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Optional goods will be carried on unless
instructions are given to the contrary before
NOON, TO-DAY.

Goods not cleared by the 9th instant, will
be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in
the Godowns and Notice of same sent to the
Company before the 12th instant, or claims in
respect thereto will not be entertained.

Eric F. SKERTCHLY,
Manager.

Hongkong, 1st January, 1901. [1463b]

To-day's Advertisements.**NOTICE.**

WE have authorised Mr. G. E. HUYGEN
to SIGN our FIRM per PROCURATION.
WENDT & CO.
Hongkong, 1st January, 1901. [1454c]

NOTICE.

THE BUSINESS of BURNIE and GODDARD,
Marine Surveyors, will in future
be carried on under the Name of "GODDARD
and DOUGLAS."
Mr. JAMES TERRY DOUGLAS has been
admitted a PARTNER from This Date.
F. D. GODDARD.
Hongkong, 1st January, 1901. [1454c]

NOTICE.

M. R. O. I. ELLIS will CEASE SIGNING
our FIRM (per PROCURATION) from
This Date.
S. J. DAVID & CO.
Hongkong, 1st January, 1901. [1454c]

NOTICE.

OUR SENIOR, Mr. H. CESAR ERDMANN
RETIRED from our FIRM on the 31st
December, 1900, but will remain a DORMANT
PARTNER until further Notice.

Mr. MARTIN EDWARD FERDINAND MARCH,
Mr. ADOLF CARL SCHOMBURG,
Mr. WILHELM WIEDERHOLD,
Mr. EDWARD MORITZ HANS SCHUBART
have To-day been admitted PARTNERS.
CARLOWITZ & CO.
Hongkong, Hamburg and China,
1st January, 1901. [1454c]

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have
received Instructions from the Owner
to Sell by
PUBLIC AUCTION,
IN ONE LOT, /
on

FRIDAY, the 25th day of January, 1901,
at 3 o'clock P.M., at their
SALES ROOMS.

ALL THAT Piece or Parcel of GROUND
situate lying and being at Victoria, in the
Colony of Hongkong and registered in the
Land Office as INLAND LOT No. 1,000,
together with the Messing or Tenement
Erections and Buildings thereon known as
"HILLION" BONHAM ROAD, held from the
CROWN for a Term of 999 years from the
25th day of December, 1892.

Total Area 65,815 Square feet, Crown Rent
\$500 per Annum.
For further Particulars and Conditions of
Sale, apply to

Messrs. JOHNSON, STOKES
and MASTER,
Solicitors for the Vendor,
or to
The Auctioneers.
Hongkong, 2nd January, 1901. [1454c]

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

BIRTHS.

On the 25th December, at Shanghai, the wife
of R. C. DA SILVA E SOUZA, of a son.

On the 27th December, at 12, Woosung
Terrace, Shanghai, the wife of C. C. WILLIAMS,
of a son.

DEATH.

At Singapore, on 2nd December, ~~the~~ LUCIE,
the wife of Sir Lionel Cox, Chief Justice
of the Straits Settlements. R. I. P.

FANCY BOXES, CUT GLASS BOTTLES,

Perfumes and Articles suitable for
Presents.

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

NOTES AND COMMENTS.

To-morrow's meeting of the Sanitary
Board promises a conflict between the
Official and Unofficial elements. The Hon.
F. H. MA, C.M.G., Vice-President of the
Board, presumably acting under official
instructions, will ask:—

: What steps have the Board taken in answer
to an invitation made to the Board in May last
by direction of the Officer Administering the
Government to formulate a scheme of sanitary
improvements in this Colony?

The answer to this question will be given
by the Unofficial members by Mr. OSBORNE's
motion which runs:—

: That in regard to the Acting Colonial
Secretary's Letter to the Sanitary Board of 1st
May, 1900, asking the Board to formulate a
comprehensive scheme of sanitary improve-
ments, a reply be sent that the Board are not
disposed to formulate such a scheme, unless
some assurance be forthcoming that the
Government will give immediate effect to some at
least of the Board's recommendations.

: What steps have the Board taken in answer
to an invitation made to the Board in May last
by direction of the Officer Administering the
Government to formulate a scheme of sanitary
improvements in this Colony?

We shall be curious to learn the report of
to-morrow's Sanitary Board Meeting, as to the
question to be asked by the Vice President
about the steps taken by the Board to formulate
a scheme of sanitary improvements, at the
request of the Government; and Mr. OSBORNE's
reply, that the Board are not prepared to
arrange such a scheme, without some assurance
of its being acted upon by the Government, in
at least some particulars. Mr. OSBORNE
evidently means to have the Board had devoted much
valuable time and attention to the preparation of
a scheme for the improvement of the sanitation
of the Colony and had embodied their
recommendations in a voluminous report,
the whole matter would be pigeon-holed and
forgotten; and things would drift on in the
old haphazard way.

: For our own part we certainly take the
view of the Unofficials. It would be useless to
formulate any such scheme, as that asked for
by the Acting Colonial Secretary unless
some assurances were given that it would
be acted upon or would, at least, receive due
consideration. In the present state of affairs
it is only too probable that, after the Members
of the Sanitary Board had devoted much val-
uable time and attention to the preparation of
a scheme for the improvement of the sanitation
of the Colony and had embodied their
recommendations in a voluminous report,
the whole matter would be pigeon-holed and
forgotten; and things would drift on in the
old haphazard way.

: We are also Mechanics and Electricians,
and undertake and guarantee repairs in this
line. We are especially at home with Type
Writers, Sewing Machines, Electric Bells,
Typhooed Dredgers, Corkscrews, Mandarins
and Soda Water. Bicycles don't count, as we
simply make them, but not out of the rust-
eaten plating of the clear defunct Spanish fleet
picked up at intervals on the Kowloon Beach,
nor from time-expired Buckets from Kennedy's
stables.

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Esq., F. W. White, Esq. Judges—J. Rodger, Esq., H. Summers, Esq. Timekeepers—C. Lassarier, Esq., H. Mackenzie, Esq. Clerks of the Course—E. G. Burke, Esq., W. Hardwick, Esq. Handicappers—W. Armstrong, Esq., R. Dickie, Esq., Geo. A. Cawleff, Esq., R. Dickson, Esq., T. Vule, Esq. Stewards—J. Lochead, Esq., R. Ferguson, Esq., F. W. White, Esq. Lap Scorer—W. Farmer, Esq. Starter—R. Berwick, Jr., Esq. Hon. Secre-

HOCKEY.

The Hongkong Hockey Club will play a match at 4 p.m. to-morrow on the Club ground at the Happy Valley against the officers of the Kowloon Garrison. The following will be the Club team:

Major Mould, r.e., (goal), Capt. Loring, r.a., and Capt. Bowley, r.a.m.c. (backs), H. W. Stale, P. B. Deacon, (captain) and H. Strong, r.m.l.i. (backs), J. Hooper, A. C. J. Stevens, r.e., G. Gibson, r.n., Hazel, r.n., and Capt. Dykes, r.a., (forwards).

AT THE MAGISTRACY.

RETURNING FROM BANISHMENT AND STEALING.

Chung Tai, alias Chau Sing a cookie, was before Mr. Hazelton this morning charged with (1) disobeying an order of banishment (2) stealing a jacket. He was seen yesterday by the master of a junk, breaking open a box and stealing a custom jacket. The master arrested him and this morning it was discovered that he had been banished in 1897 for five years.

This Worship sentenced him to a year's hard labour for returning from banishment, and four days' hard labour on the charge of larceny. N. C. D. News.

GAMBLING.

Sergeant O'Sullivan brought eight gamblers before Mr. Kemp this morning. A raid was made on 3 Yen Lau Lane ground floor last night, and they were found playing *fa-tan*. The evidence of Chinese Constable No. 204 was heard. He went to the place and watched the game for some time. They recognised him however and stopped the game. He saw the first man receiving 20 cents and, being the banker, deducting one cent as commission. Sergeant O'Sullivan also went into the witness box.

His Worship ordered the first defendant to pay \$15 or go to prison for a month for being keeper of a common gambling house and the remainder were fined \$3 or ten days for gambling.

INTRIGUING THE RIGHTS OF THE POST OFFICE.

Lance-Sergeant Ken brought a Chinaman up before Mr. Hazelton to-day. He arrested him and charged him with having been found with 16 letters in his possession which had not passed through the proper channel. They had no stamps on and, of course, should have gone through the Post Office.

Mr. Lewis (Acting Post Master General) present.

His Worship convicted the defendant and fined him \$100 or two months' hard labour.

CANTON NOTES.

ROBBERS STILL BUSY.

[From Our Own Correspondent.]

CANTON, December 26th.

An account of the robberies and lootings which occur daily would fill a good sized sheet. The native papers report some of these, but the majority are either unheard of or pass unnoticed. A few days ago a case of looting occurred at the village of Pa Hau in the Shueung Pun, about forty miles north of Canton. This village contains about four hundred houses. The village was surrounded during the afternoon by a large band of robbers, and while some kept guard others went through the village and demanded money and valuables from the people. A large quantity of rice and clothes were also carried away. The villagers complain bitterly because they are not protected. The soldiers will do nothing to help them. On the other hand the soldiers complain that they are too few in number to attack such bands of robbers, and there is no use in attempting the impossible.

GUARD STATION ATTACKED.

Last Wednesday some robbers surprised the guard station at Lung Wan in the Pui U, and killed four soldiers. These soldiers had been active in arresting some thieves, and in revenge their station was surprised and in the fight which followed four of the guards were killed.

GUARD BOAT BURNED.

A band of upwards of three hundred soldiers was sent on Thursday last to assist the Hop Toi of Shui Hing to hunt down some robbers who are operating in the neighbourhood of Kwai Lam Tau on the borders of Kwong Sui. It appears that the presence of a boat at Kwai Lam Tau was resented by the robbers, and it was ordered to move on by the robbers. The captain refused to accommodate them, and thereupon the boat was attacked and the guard driven away. One man was killed and the boat set on fire and completely destroyed. It is to capture the perpetrators of this outrage that soldiers have been sent from Canton.

LAUNCH PLUNDERED.

The launch that runs between Canton and Yeng Kong was robbed on its last trip. The launch was attacked when in the neighbourhood of Kong Man, and it is evident the robbers had been informed that their efforts would be rewarded, for they went to work in such a way that it was very plainly to be seen that they were looking for some special prize. Not were they disappointed. A sum of \$1000 was on board, and having secured this, the robbers made haste to depart. One man who attempted to defend his property was killed.

December 31st.

DISTURBANCE AT KOU.

A French gunboat has gone up the West River to assist in protecting the Catholic Christians at Kou-Lo. It appears that some trouble arose between the converts and their neighbours. How the trouble arose has not yet been made clear. According to the converts their heathen neighbours attempted to deprive them of some land to which the converts were legally entitled. The converts banded together to defend their property and a conflict followed, in which a non-Christian was killed. In revenge, the friends of the dead man gathered a crowd and destroyed some property belonging to the Catholics. The matter was brought before the officials and an indemnity demanded for the property destroyed. The officials have another story to tell. According to them, the trouble arose over a dispute about some land but had nothing to do with religion. The Catholics killed a man and the friends of the dead man in turn destroyed some property belonging to the man who had done the killing. The Catholics then reported the matter to the French consul as a case of persecution of Christians, with the result that a gunboat was sent up the river and an indemnity amounting to many thousands of dollars demanded. It matters little on which side the truth lies, the Chinese will have to pay. This may be the way to keep the Chinese quiet, at least for the present. They must submit, unless they cannot help themselves. But such action tends greatly to embitter the Chinese against everything foreign.

THE CRISIS IN CHINA.

SHANGHAI.

The Imperial Advance Courier.

A Hsin telegram to-day states that the Emperor has already signified his desire that General Ma Yiliang should act as his Majesty's advanced bodyguard when the Emperor leaves Hsian for Peking.

—

The Chu-chou Massacre.

A Hangchow dispatch reports the arrest at a place near Hangchow, on Christmas Day, of Chou, ex-Captain of the Chu-chou garrison, who appears to have been deeply implicated in the massacres in the city last July. The prisoner is now confined in the Chientung district magistrate's yamen, awaiting trial.

—

Alarms and Excursions.

TIENTSIN, December 27th. The Fourth Brigade is leaving for Yangtze on Christmas Day, of Chou, ex-Captain of the Chu-chou garrison, who appears to have been deeply implicated in the massacres in the city last July. The prisoner is now confined in the Chientung district magistrate's yamen, awaiting trial.

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TIENTSIN.

Afairs in the North.
(From Our Own Correspondent.)

TIENTSIN, December 14th. The river which closed somewhat abruptly on the 8th inst. has opened slightly again, and the steamers which hung on at the Bar in a not unjustified hope that the situation would improve, have managed to reach Tongku yet once more, but the passage for them has to be kept open by steam launches continually plying to and fro to keep the ice moving. Some \$10,000 worth of cargo, provisions, which was feared would have to go back to Shanghai has thus been landed within the past two days though several steamers with fully as much in Christmas goods have already left for the south and the loss sustained is very heavy. Every three days seems to bring a radical change in the weather, and after three days of delightful still cold, we see in for another bout of icy winds, slating is in full swing, and will this year be enjoyed in the open, it being deemed impracticable to have a closed rink. Providing we do not get more than our share of dust, few persons will bemoan this decision perhaps.

The Chinese telegraph which I wrote you about the early part of last month has been permitted by the German and British Authorities and will open here in a few days. It is a matter of no little surprise to some why they should have permitted it, as circumstantial evidence has been fairly clear and strong as to its being Sheng's line whatever the Cables may say to the contrary, though it is not generally known whether they have said anything to the contrary or not. Whether the Authorities think that the Chinese cannot do any harm with the line or are indifferent to what they do or are merely tempted by the prospect of getting their messages cheaper, I know not. As Sheng is bound by agreement with the Cables to take foreign messages for Europe at the same rate from Peking as the Cables now charge from Taku only, the service will be cheaper of course, Sheng making his money out of the one third which the Cables pay of all European messages, passing through their hands from his lines. Where the pull of the Cables comes in is not quite clear, but as Sheng is reported to have defrauded a good part of the expense of the cable to Taku, they were presumably not in a position to thwart his plans.

Fleet.—The *Persia* is the only new vessel delivered since the last report was issued. There are no under construction the *Phryx*, *Stetio*, *Sonnali*, *Syria*, and *Soudan*; and all these vessels will be at work early next year. The *Suley*, *Rehilla*, and *Rosetta* have been sold. During the period to which the report refers, the various services have been performed with the usual efficiency, and without accident or delay. The mileage covered during the year has been 2,880,000 nautical miles.

Directors.—The Earl of Selborne, having been appointed by Her Majesty as First Lord of the Admiralty, has necessarily resigned his seat at the Board, of which he has been a valuable member for the last ten years.

Income Tax.—It will be in the recollection of the proprietors, that the last report showed, by reference to actual figures, the fallacy of the system adopted by the Inland Revenue Authorities, and sanctioned by the Income Tax Commissioners, for the purpose of levying income tax on shipping profits, irrespective of adequate allowance for the waste and wear and tear of ships. It is satisfactory now to mention that the Commissioners have recognised that the principle in question was an erroneous one, and have modified it accordingly, although not in application, in the extent which the directors have shown to be necessary in the Company's case. The Commissioners now propose an allowance of only 4 per cent. on original cost instead of the 5 per cent. allowed during half a century previous to the new departure of the Inland Revenue, in the assessment of shipping profits.

Depreciation Fund and Suspense Account.—The profits of the year, coming as they do to a considerable extent from the employment of ships in transport work, enable the directors to make exceptional appropriations towards the depreciation fund and suspense account—the latter being regarded, as the proprietors are aware, in the light of a dividend adjustment at call. They have accordingly set aside a sum of £182,700 as extra depreciation, raising the amount charged to £500,000, and they have credited suspense account with £162,700, which brings the balance of that account to £250,000.

The proprietors will not fail to recognise the prudence of these measures for the permanent welfare of the company.

General Summary.—The employment of so many vessels, in the transport service during the past year, would render any comparison of the published accounts with those of the previous year, inadequate or misleading. For instance, the revenue under the head of freight, charters and transport services (£1,915,841) shows a large increase beyond the returns of the previous year, which is exclusively due to transport work, inasmuch as the actual freight earned was less by nearly £73,240. This may be accounted for by the fact that so many vessels were withdrawn from their ordinary employment, and also by the collapse of the trade between India, China and Japan due to overstocked markets in China, and to the high price of cotton, which brought the working of the Bombay mills down to zero. Apart from these causes the freight returns would have shown a better result than last year; as rates were on the whole higher, and cargo was fairly plentiful, except in the Bombay trade.

The passenger receipts which were at one period of the year considerably diminished owing to the disturbance of traffic caused by the South African war, fortunately recovered towards the end of the year and are only £6,600 below the revenue of the previous year, which showed the best result in this branch of work ever attained by the company. The operations of the year have been affected unfavourably by a loss, in exchange, exceeding that of the previous year. The expenditure tends to increase in almost every direction. The continuance of

has been felt by the Chinese at the execution last week of Tan Men-huan, the expectant Taotai, who was a brigand in the days of the China-Japan war and was bribed with an office to keep him quiet. Lately he has found squeezing compradores in foreign employ a lucrative adjunct to his professional duties, and the compratore persuasion were consequently generally jubilant when his capture and sentence of death were announced. Not that compradores have had an especially bad time of it by any means. First they waxed rich through the sales of arms and ammunition, and now they are making a fat thing out of furs and silks etc. which they are buying up in large quantities, knowing full well that the official world will be glad to get back their looted property at almost any price presently. The native attitude in Tientsin is growing daily more insolent and intolerant. One reads of great brutality committed in sport by German and French soldiers at Taku, but really those who experience the cool insolence of look and tone in the servants they have taken back or engaged since the siege are almost inclined to condone any ruffianism. If things go on at this rate it seems as if the only remedy will be to institute a law by which every Chinaman in the Settlements or in foreign employ must kowtow, or at least salute the white man when he addresses him. I am certain that an outward and visible recognition that we are the conquering races would have a wholesome effect.

Dividend.—The directors have much pleasure in recommending the payment of dividends and bonus as follows:—On the preferred stock at the rate of 24 per cent., making, with the interim payment in June, a total distribution for the year of 5 per cent.; on the deferred stock a dividend at the rate of 6 per cent., and a bonus of 3 per cent., making, with the dividend in June of 3 per cent., a distribution of 13 per cent. on this stock for the year.

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plague in India and in China interferes greatly with labour and enhances its cost. The great advance in coal prices does not operate in the present account, owing to contracts entered into before the great rise took place, but it must assume considerable proportions in the coming year. Apart from the uncertainty as to how far trade in China may be affected by the state of semi-war and confusion which has arisen there, the business prospect of the coming year is not unfavourable. The Australian Colonies show decided signs of progress, and the rainfall in India has been such as to afford the prospect of fair crops, and therefore of a good export season. The release of a large amount of tonnage which has been employed in the South African expedition, will probably have an effect on freights which are at present by no means high, taking into account the advance in the cost of fuel and other requisites of steam navigation.

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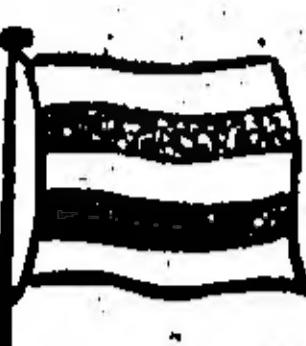
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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION:

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 4th Jan., at Daylight.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, and COLOMBO and PORT SAID.....	FRIDAY, 4th Jan., at Daylight.
MIKE MARU.....	HONOLULU, VIA SINGAPORE and COLOMBO.....	FRIDAY, 4th Jan., at Noon.
HITACHI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, and COLOMBO and PORT SAID.....	FRIDAY, 11th Jan., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th December, 1900.

[6]

HAMBURG-AMERIKA LINIE.

(Freight Service).

NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDERNEY.....	MARSEILLES, HAVRE & HAMBURG.....	12th January, Freight.
Pesch.....	(LONDON with transhipment in HAMBURG).....	January, 22nd Freight.
SAMBIA.....	HAVRE and HAMBURG.....	January, 9th Freight and Passage.
SILESIA*.....	HAVRE and HAMBURG.....	February, About 18th Freight and Passage.
Bahle.....	(LONDON with transhipment in HAMBURG).....	February, About 28th Freight and Passage.
SIBIRIA*.....	HAVRE and HAMBURG.....	February, About 28th Freight.
Braun.....	(LONDON with transhipment in HAMBURG).....	February, About 28th Freight.
FREIBURG.....	HAVRE and HAMBURG.....	February, About 28th Freight.
Proess.....	(LONDON with transhipment in HAMBURG).....	February, About 28th Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PACIFIC MAIL STEAMSHIP CO., VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

THE Twin Screw Steamship.

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Dehraur, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

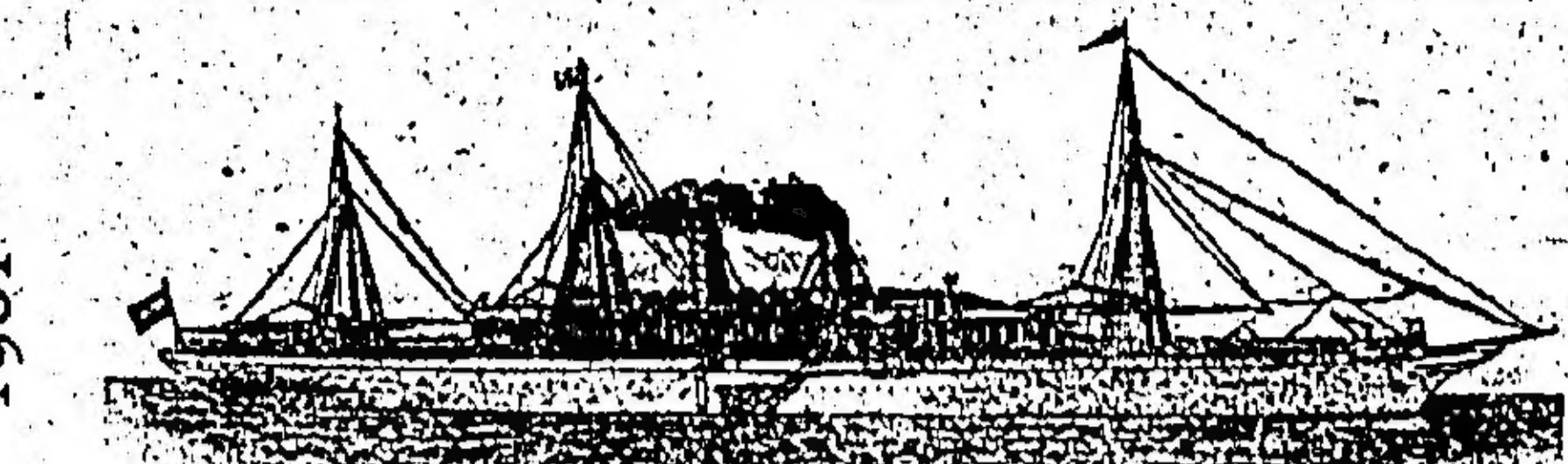
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 18th December, 1900.J. S. VAN BUREN, Agent.
Hongkong, 18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 16th January.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 13th February.

EMPEROR OF JAPAN, Comdr. H. Pybus, R.N.R., WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 19th December, 1900.

[13]

THE Steamship

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS.	TO SAIL.
LONDON	DARDANUS	Steeves	8th January, 1901.
"	RHINEUS	Day	22nd January, 1901.
LIVERPOOL	ACHILLES	Brown	About 8th Jan., 1901.
(Taking Cargo at LONDON RATES)			
LIVERPOOL			
(Taking Cargo at LONDON RATES)			

For Freight, apply to

Hongkong, 29th December, 1900.

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

[12]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOV.

THE Company's Steamship

"AKASILI MARU."

Captain K. Suzuki, will be despatched for the above Port, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUBUSSAN KAISHA, Agents.

Hongkong, 2nd January, 1901. [145b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRAS."

Captain Davies, will be despatched at above on DAYLIGHT, the 4th January, 1901, at Noon.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO., General Managers.

Hongkong, 28th December, 1900. [145b]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOV AND TAMSUI.

THE Company's Steamship

"TAIJIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 6th January, at Daylight.

For Freight or Passage, apply to

THE MITSUBUSSAN KAISHA, Agents.

Hongkong, 31st December, 1900. [146]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOV & TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

For Freight or Passage, apply to

THE MITSUBUSSAN KAISHA, Agents.

Hongkong, 26th December, 1900. [147]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE."

Captain Nelson, will be despatched for the above Port, on or about the 10th January, 1901.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 31st December, 1900. [145b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGAI.

THE Company's Steamship

"WHAMPOA."

Captain Laver, will be despatched as above TO-MORROW, the 3rd January.

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Hongkong, 31st December, 1900. [145b]

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FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN."

Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

BY THE MAIL

(From Home Papers.)

A Calamity in the Wine Trade.

A unique incident in the champagne trade is announced. The whole of the Pommery and Giro vintage for 1865 has been withdrawn, owing to a certain percentage of the wine having shown a white sediment.

The Order of the Bath.

The Queen has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath.—To be an Honorary Member of the Civil Division of the First Class, or Knights Grand Cross, of the said Most Honourable Order, His Highness Prince Albert John Charles Frederick Alfred George of Schleswig-Holstein.

Church Ceremonial.

In a letter to the Archdeacon of London and Middlesex, Dr. Crichton states that complaints of illegal ceremonial have been laid against five clergymen "by one person, whose address is a London club, and who gives no evidence of his connection with any one of the parishes concerned." But it is "emphatically provided" in the Act of 1874 that complainants must be parishioners, he has found himself unable to allow the accusations to proceed.

More Cables Wanted.

Great complaints are heard of late in German mercantile circles concerning the insufficiency of the telegraphic communications between Germany and Great Britain. It has been stated that merchants on the cotton bourse at Bremen very often prefer to let telegrams from Liverpool take their way to New York, because they arrive sooner in Germany than if they came from Liverpool. The German Chamber of Commerce intend to plead for the laying of a new submarine cable to England.

Sir William MacCormac.

The Queen, says the *Gazette*, has been pleased to give and grant unto Sir William MacCormac, Bart., K.C.V.O., President of the Royal College of Surgeons of England, Her Majesty's Royal Licence and Authority that he may accept and wear the Cross of Commander of the Legion of Honour, conferred upon him by the President of the French Republic, in recognition of services which he rendered to the French wounded during the war of 1870-71, as well as to the International Medicinal Congress held during the recent Paris Exhibition.

A New Line to the Far East.

A despatch has been received at the Foreign Office from H.M. Consul-General at Havre, stating that the Chargeurs Réunis Company intend to inaugurate, in the course of the next few months, a new line of steamers between France and Indo-China. The departures will be from Dunkirk, and will take place once a month. The steamers will touch at Havre, and will proceed to Saigon and Haiphong. The ports call after leaving Havre have not yet been finally settled. Six large steamers which are now under construction at Havre and St. Nazaire will be assigned to the new service, as well as the *Amiral Amiel*, *Amiral Baudin*, and *Amiral Courbet*, which are now in use on the Lorenzo Marquez and Madagascar Line.

Obituary.

The following deaths have recently occurred:—M. Valfry, better known in London as "Whist" of the *Figaro*. M. Valfry was formerly in the diplomatic service, but he abandoned the career on the fall of the Conservative Party in 1878. Since then he had acquired a considerable reputation as a writer on foreign politics. Mr. John Lawson Johnston, the inventor of Bovril, and the chairman and founder of the company bearing that name. Mr. Johnson was the holder of the Royal Humane Society's Gold Medal for saving life, and was made a Fellow of the Red Cross Society of France by the late Marshal McMahon. Dr. Otto Kersten, the African explorer. Dr. Kersten accompanied Baron von der Decken in his expedition to Kilmandzaro, in the middle of the sixties, most of the members of which were massacred by Somalis. He was the author of a standard work on Zanzibar.

Mr. Chamberlain.

Mr. Chamberlain returned to England on 24th November after a pleasant trip to Gibraltar, a voyage on board H.M.S. *Cesar* thence to Malta, a stay in Rome, and a visit to Milan. The Colonial Secretary left Italy on 23rd November, and travelling by the Basle-Calais express had a smooth passage across Channel and reached Victoria by the ordinary train in company with Mrs. Chamberlain, her mother, and Mr. Austin Chamberlain. No special arrangements had been made for Mr. Chamberlain's arrival, the railway authorities having received no notification concerning his movements. Small knots of passengers about the platform, however, recognised and promptly saluted the right hon. gentleman as he and his party emerged from the boat express. Mr. Chamberlain looked extremely well, and had evidently derived considerable benefit from his journey. The party drove to Mr. Chamberlain's town house in Prince's gardens.

Sir Arthur Sullivan's Last Work.

A contemporary is able to state that Sir Arthur Sullivan left a fully completed work, the existence of which has hitherto been unknown to many of his friends. It is a *Te Deum*, written, of course, to English words, and now in the possession of the authorities of St. Paul's Cathedral, for whom it was expressly composed, to be performed at the special service which will be held on the proclamation of peace. Sir Arthur put the finishing touches to this composition a very short time ago, and it is understood to be even now passing through the hands of the printers. Apart from this, Sir Arthur has, it is stated, left no complete composition that has not hitherto been heard; for although the greater part of the music of the new Irish opera has already been delivered at the Savoy, where it was, a few weeks ago, placed in partial rehearsal, yet only two numbers of it are fully scored, and the opera must be completed by another hand.

Mr. Victor Cavendish.

The *World* states that Mr. Victor Cavendish has been appointed to the last remaining vacancy in the Ministry, namely, a Junior Lordship of the Treasury, previously held by Lord Stanley, who is now Financial Secretary to the War Office. The *World* adds:—Mr. Cavendish, following in the steps of his uncle, the Duke of Devonshire, is a Liberal Unionist, and has proved himself a useful man to his party since he was first returned for West Derbyshire, nearly ten years ago. The late Duke of Devonshire left Holker Hall to Mr. Victor Cavendish until he should succeed to the family honour, when it goes to his younger brother, Mr. Richard Cavendish. Mr. Cavendish will find plenty of connections in the Government, as besides being nephew and heir presumptive of the Duke of Devonshire, he is the son-in-law of the new Foreign Secretary, Lord Lansdowne. The appointment will cause a vacancy in the representation of the Western

division of Derbyshire, but at the general election Mr. Victor Cavendish was returned unopposed.

Naval Programme for 1901.

There is some talk of a large naval programme for 1901, and it is to be hoped, says a naval correspondent, that this talk will prove to have foundation. At least six battleships and as many high-speed armoured-cruisers should be taken in hand, while our authorities ought certainly to consider the introduction of a type resembling the *Neville* into our Navy. We want a moderate-sized high speed cruiser for despatch work, and operations against torpedo flotillas. There is no British third-class cruiser, designed or in service, capable of steaming 21 knots, much less of equaling the 25 knots which the *Neville* is to obtain. Admiral Sir J. Hopkins, the late Commander-in-Chief in the Mediterranean, has only recently protested against the low speed of so many of our protected cruisers in the pages of the *Navy League Journal*. He adds that the naval officer would prefer to these comparatively slow and ill-armed ships of cruiser with which Elswick has made us familiar. Whatever we lay down next year, rapid construction must be made a *sine qua non*.

Kew Bridge.

The rebuilding of Kew Bridge is making steady progress, although not much of it is visible yet to wayfarers across the temporary wooden structure that now spans the Thames here in place of the hunch-backed old bridge. Meanwhile some important decorations for the new granite bridge are being sculptured at Glasgow in the shape of shields bearing the arms of the three principal towns of Surrey, and surmounted by conventional decorative heads of "Father Thames." These shields are destined to fill the spandrels between the three arches of which new Kew Bridge will consist. The decorative idea is doubtless derived from the quite famous sculptured keystone-masks on the east and west sides of the central arch of Henley Bridge, the work, a hundred years ago, of Horace Walpole's niece, Mrs. Dawson-Damer, for which she received the thanks of the Corporation of Henley-on-Thames. These beautiful heads represent Thames and Isis; the former a bearded face with quaffs fishes peeping out from its tangled locks; while Isis is a female face in the midst of bulrushes and other aquatic plants.

An Epidemic at Manchester.

Widespread interest—indeed, it is hardly too much to say widespread alarm—has been aroused by the discovery that the distressing malady known as periperal neuritis has reached epidemic proportions in Manchester, Salford, and Liverpool, while numerous cases have appeared in Chester and Birmingham. Nearly a thousand patients have been treated at the various hospitals, and it is believed that at least sixty deaths are directly attributable to this disease. The medical testimony as to the cause is, as usual, conflicting, yet there is a general consensus of opinion among the doctors and analysts who have taken the matter in hand that the malady is due to the presence of arsenic in the beer that had been consumed by the patients. There will, of course, be a searching investigation. The attention of the Home Office has been called to the outbreak by the Manchester coroner, and the Brewers' Association of that city has already directed its experts to analyse and report. Meanwhile, certain analyses of distinction in the North of England declare that they have definitely traced the arsenic to the sulphuric acid which enters into the production of the "invert sugar" and "chip glucose" employed by some brewers. An authority on tropical diseases has pronounced the symptoms of some patients at Chester to be such as would be assigned to beriberi in a tropical country. But as there is no evidence of the importation of the disease, which depends upon a specific parasite, it does not seem probable that the explanation is to be found in that direction. It is clearly proved by the report of the Medical Officer of Health for Salford that the presence of arsenic in "considerable quantities" had been found in samples of beer which he had analysed, and the results of the larger inquiries now in progress will be anxiously awaited.

The Commander-in-Chiefship.

The Standard remarks: As some weeks must elapse before Lord Roberts can take over the duties of the office, it might naturally be assumed that the retirement of his predecessor would have been delayed—unless imperative considerations of health intervened—till the transfer could be directly effected. A break of continuity is always an evil; but under existing circumstances it is peculiarly unfortunate that a period of provisional and delegated control should be interposed between two régimes. Until Lord Roberts is able to assume personal charge, the supreme control of the Army must remain in commission. This is unfair alike to the Commander-in-Chief and to the Secretary of State for War. The incident must, we fear, be interpreted as an symptom of the strained relations between the War Office and the Horse Guards—a state of affairs which for some time has been detrimental to those national interests which it should be the prime concern of each to promote. Already there have been unpleasant indications of a disposition on the part of "politicians" on one side, and "professionals" on the other, to indulge in mutual recriminations. Nor is there any assurance that among the Heads of the Army themselves there exists that spirit of accord which should be maintained in a profession that, above all others, claims to be animated by the purest influences of patriotism. Differences of opinion are unavoidable among honourable and chivalrous men; conscious of the gravity of the trust with which their countrymen have honoured them. But when conflicts of judgment are allowed to develop into personal jealousies, and when solicitude for the efficiency of our defensive system is subordinated to private pique, there is room for wonder and resentment. We should be sorry to suggest that the interruption of regular control at the Horse Guards can be traced to any unworthy influences. But it is not calculated to reassure an observant public.

Sir Arthur Sullivan's Funeral.

In accordance with the suggestion made to the Dean and Chapter of St. Paul's by several of the musical and contemporaries of the great composer, the body of Sir Arthur Sullivan was, on 27th November, laid to rest in the crypt of the cathedral instead of in Brompton Cemetery. By the gracious command of the Queen it was arranged that the first portion of the order for the burial of the dead should be read at noon in the Chapel Royal, St. James's Palace. No alteration was therefore made in this order of the service, which was characterized by musical features of a loftily solemn and impressive description selected from Sir Arthur's famous compositions. More than two hundred wreaths, crosses, and other arrangements of flowers were sent, and they included tributes from the Prince of Wales, Princess Louise, and the German Emperor. There was a distinguished company of mourners at the Chapel Royal, including representatives of the Queen, the Prince of Wales, the Princess Louise (Duchess of Argyll), the German Emperor, Prince and Princess Chris-

tian, and the Duke of Cambridge. The funeral cortège then proceeded to St. Paul's Cathedral by way of Pall Mall, Northumberland Avenue, the Victoria Embankment, and Queen Victoria Street, the whole route being lined by large crowds of spectators. At many business premises, notably those of the great steamship lines in Cockspur Street, flags were flying at half-mast; and though at some points the crowds were dense, the police had very little trouble in keeping the way clear, so quiet and respectful was the attitude of the people. Within the cathedral an immense congregation had assembled, and after an impressive service the coffin was lowered into the crypt and placed in the grave prepared for it. The benediction was pronounced by the Dean, and M. François Celler conducted the Savoy company, who sang "Brother, thou art gone before us," from the dead composer's "Martyr of Antioch." At a concluding voluntary Mr. Macpherson played that march from Handel's "Saul" whose dignity and pathos is surely unequalled by any later composer's. Most of the congregation stood until its close, and some of the ladies from the house in the Savoy were unable to conceal their emotion. The service from first to last had been most impressive; and under which Elswick has made us familiar. Whatever we lay down next year, rapid construction must be made a *sine qua non*.

semi-civilized people, they robbed and pushed out the uncivilized native; now a full-civilized people pushes out them. The world, therefore, gains, more especially as the Boers have long obstructed the spread of civilization. There is not much romance about this particular amateur politician, but there is a lot of hard truth.

Large Dimensions.

Some ladies resident in London have sent the Look-out Man of *Fairplay* a circular issued by Messrs. John Ruth & Co., Cardiff, containing particulars of a new steamer, to be called the *Eastfield*, which is now building to the firm's order, and soliciting subscriptions to the Company which is to own and work the new boat. According to the first page of this circular the new steamer will have engines with cylinders "at ft. 35 ft. and 57 ft. in diameter—measurements as far in excess of ordinary measurements as the estimates of profits in circulars of this kind are apt to be of the final results.

AN AMUSING SUGGESTION.

The *Ostasiatische Correspondenz*, news sheet which appears at irregular intervals in Berlin, and was formerly supposed to be inspired by Count von Billow's "nice gentleman," the Chinese Minister to Germany, appeared on Nov. 23 (says a correspondent of *The Times*) with a portentously long criticism of the demands of the Powers. The criticism is polite, melancholy, and discursive in style. The *cruel* in the demands of the Powers is the punishment of Prince Tuan and his exalted fellow-criminals by the death penalty. The writer of the article has an alternative suggestion. It is that the Powers should agree to such judgment as the "Son of Heaven" pleases to pronounce, which would be substantially as follows:—

"The Emperor banishes the guilty persons for punishment to Europe or America for an indefinite period, requesting the German Emperor, the Tsar, the Queen of England, and the Sovereigns and Presidents of the Treaty Powers, as the case may be, to take these persons into custody. For instance, Prince Tuan and another of the ringleaders, or in fact several, could be assigned to Germany, others to Russia, England, France, Austria, Italy, and America—in short, to each of the Western Powers, on whose generosity the Emperor could depend for humane treatment (*sic!*) of the banished, especially in the case of the Imperial Princes, which treatment and atonement, in appealing to the better nature of the guilty, would make them ever mindful of their crimes. Pursuant to the edict of the Chinese Emperor, the banished should then be enjoined to study carefully the various departments of State, and the fields of military, political, administrative, industrial, and commercial economy, also morals and customs, not neglecting to learn the language of the people," &c. Finally the banished princes should be allowed to return.

The *Correspondenz* adds that this form of punishment would make a far more indelible impression on the Chinese than "the most cruel death by refined tortures." It would render the Chinese more receptive to Western culture and civilisation, not to mention the report to the Emperor at Peking. The "innocently shed blood of a Ketteler and of many other Christian martyrs would thus become a blessing in disguise."

Intimations.

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